

SIX O'CLOCK.

DULUTH WEEKLY TRIBUNE

SIX O'CLOCK.

VOL. 6; NO. 281.

DULUTH, MINN., WEDNESDAY, MARCH 20, 1899.

PRICE THREE CENTS.

HATS THAT R HATS!

We are Exclusive Agents in Duluth for the following
WORLD-RENOVED HATS:
CHRISTY'S LONDON HATS.
YOUUMAN'S CELEBRATED NEW YORK HATS.
SCHINDLER'S FAMOUS BROADWAY HATS.
AND OUR CELEBRATED
NASCIMENTO HATS, Named after the manufacturer
and Sold by Us Only.
The above Spring Styles will arrive in a few days, and will be exhibited
in the correct blocks in
SILK, DRESS AND DERBYS. NO FANCY PRICES.
OUR LINES OF TAILOR-MADE
:- Spring Overcoats and Fine Suits :-
ARE MARVELS OF TAILOR'S ART.

Bear in mind you can buy our RELIABLE MADE CLOTHING in CHILDREN'S, BOY'S and MEN'S as CHEAP, IF NOT CHEAPER than you pay for
old and inferior made goods elsewhere.

The only clothing manufacturers doing business in Duluth. No
middleman's profits to pay us.

The Great Eastern

M. S. BURROWS & CO.

ZENITH PARK ADDITION

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ZENITH PARK

ADDITION.

E. C. HOLLIDAY,
HOTEL - ST. - LOUIS.

E. C. HOLLIDAY.

DR. LUMHOLTZ

LECTURE

For the benefit of the SEAMANS FRIEND
SOCIETY at

THE BETHEL,
WEDNESDAY EVENING, MARCH 20.

AT 8 O'CLOCK.
-ON-

MY LIFE IN THE BUSH.

ADMISSION: Adults, 50 cents, Children, 25 cents.

FURS STORED

DURING THE SUMMER.

WRITTEN GUARANTEE GIVEN

AGAINST

FIRE AND MOTH.

209 SUPERIOR STREET EAST.

FINE FRESCOING

Executed in the most artistic manner.

Plain and Pictorial Lettering.

STAR, SIGN AND PRESCO CO.

118 FOURTH AVENUE WEST.
House Painting, Drafting and Kalsomining.
Scene Painting.
G. W. BOULDEN, Manager.

MISS FULLER ELOPES.

One of Chief Justice Fuller's
Double Quartette of Girls
Elopes.

A Chicago Clerk Captures a
Brilliant Prize in Men's Net.

A Trip to Milwaukee and a
Quiet Wedding at a
Hotel.

CHICAGO, March 20.—A Daily News
special says: Miss Pauline
Fuller, the fifth daughter of Chief Justice
Fuller, was married here last night,
at the Kirby house, by a justice of the
peace. The groom was J. Matt Aubrey,
Jr., of Chicago, and it was a runaway
match. When the 6:30 train arrived last
evening, a petite woman was helped off
the steps of the parlor car by a well-known
young man, with a smooth face, who
was dressed in a tuxedo. The lady was
dressed in a simple, elegant gown, and
was escorted to a carriage by her companion.
They were driven at once to the Kirby house,
where they registered. No room was
assigned to them, and the lady and her
companion spent the early evening in
the hotel parlors.

About 9 o'clock the young man came
down stairs and informed the clerk that
he wanted a justice of the peace. Inside
of fifteen minutes Justice Gregory
arrived. There was a hurried consultation
and then the young man brought the
blessing upon the lady's head. The
ceremony was a brief one, and the
justice, who is a very prosaic old gentleman,
put on no extra frills. He did not
know that the bride was the daughter of
the chief justice of the United States,
and neither did any of those who were
present outside of the contracting parties.
When the ceremony was concluded the
old justice called for witnesses, and two
young men were captured in the
billiard-room and run to their signatures
to the necessary document. The knot was
legally and firmly applied.

Mrs. Aubrey nee Pauline Fuller, is 19
years of age, highly educated and a
reputably handsome woman. J. Matt
Aubrey Jr. is 23 years of age. He is
the son of the general western agent of
the Merchants' Dispatch Post Freight
line. J. M. Aubrey Sr. has been a resident
of Chicago since 1876, when he left
Milwaukee. He was well known here,
and Congressman Isaac Vreeland, one
of his most intimate friends. Young
Aubrey is employed in his father's office
in Chicago. He is a lady's man, a
fellow. As near as can be learned the
acquaintance of the bride and groom
began about three years ago. Justice
Fuller, who was then plain Lawyer Full-
er, lived with his eight daughters on
Lake avenue, only a short distance from
the home of young Aubrey. The young
people first met at a party given in the
neighborhood. An attachment sprang
up between them, and when it became
apparent it was opposed by the Full-
ers, Miss Pauline declared, however,
that she would marry whom she pleased,
and her father recognized her right to
do as she pleased. Mrs. Fuller contin-
ued to oppose the match. About this
time Lawyer Fuller, now Chief Justice
of the United States, Mrs. Fuller
packed up and carried Miss Pauline
away to Washington, with the other
Misses Fuller. About the first of last
January Miss Pauline came to Chicago
and has since remained in that city
visiting with friends of the family.

THE BOOMERS.
They Threaten to Wreak Vengeance Upon
the Soldiers.

TOPKKA, Kas., March 20.—There are
at Fort Reno some 600 regulars, and in
that neighborhood are 2,000 or 3,000
boomers. Military operations at this
end of the line are carried on by Capt.
Woodson of the Fifth cavalry. Every-
where there are many boomers near Por-
cell, a city of 2,000 population. The
settlers have been going into the
forbidden lands and there blazing
the claim they intended to pre-empt
when the territory was opened. The
private advice here any will be by a
thirty-day proclamation to be issued
Thursday by the commanding general.
The invasion is regarded as unlawful, and
the invaders were instructed to desist. Day
by day they have been going out and
marking the best homesteads along the
stream, on the uplands and everywhere.

CHANGED HER MIND.
Mrs. Anderson Reconsiders Her Intention
to Commit Suicide and Returns Home.

Frederick Anderson and family live
back of what would be 900 West Super-
ior street, that is, if there were any
house on the street front. Their habita-
tion is perched on a rocky erie for the
rear of the lot. On account
of the male Anderson's love for the
flowing bowl the gentle spirit of peace
occasionally flaps its wings and his
money, but paid no immediate attention
to the situation. The house is a
Winchester and arms of the most
approved pattern, with plenty of ammu-
nition. There are many reckless and
desperate men among them. The
authorities here fear there will be blood
shed before the row is over.

THEY SELL GOODS.
Dashing Drummers in Duluth Today—
Working for Trade.

E. O. Phillips, Laus Bros.' representa-
tive, from Buffalo, is in the city selling
starch and soap. His line is always
faultlessly clean and stiffly starched.
J. A. Turney, a wide-awake liquid-
refreshment man of Chicago, is in town
today. Sam Lewis, of the Western
metropolis, one of the most successful
clothing men on the road, is looking
over his line today. M. H. Peterson, a
fish and provision man of St. Paul, is
registered at the St. Louis today.

St. Paul's wholesale grocery business is
represented in Duluth today by Charlie
Hall—Charles A. Tracy, who sells
Cigars, and George W. Butters,
a Minnesota machinery man, are in
the city.—H. O. Pincher, A. C. Mc-
Clurg's Northwestern representative, left
here after a long stay last night.

THE DAY IN THE CITY.
The arrival home of Col. Cullyford had
a very beneficial effect on the electric
light plant of the city. The light plant
candescents which have been useless for
several weeks, resumed their brilliant
glow today.

The receipts of four keep up well, the
St. Paul & Duluth receiving more than
last week.

Lewis & McNair sold lot 15, in block
10, on Tower avenue, West Superior, to
George H. Hancock, Mich., at \$200
per front foot.

Manager Ellithorpe, the passenger
elevator man, is pronounced in his praise
of Duluth. He says: "You people are
putting up the finest class of build-
ings of any city in the United States."
The speaker is a competent judge as his
business brings him in contact with
public buildings of every description.

First street in the vicinity of Fourth
and Fifth avenues east is nearly in an
impossible condition.

M. S. Burrows is making some needed
repairs in the Great Eastern store.

H. S. Manning, the Chicago electrician
contractor for putting in freight elevators
of the Thompson-Houston company, is
repairing the St. Louis electric plant.

Several companies are figuring on the
contract for putting in freight elevators
at the St. Louis hotel.

Talk of still another bank is rife, and
a location is now being sought for it. It
is hardly probable that the project will
be carried out.

The young people of the First M. E.
church will give a Phantom Feast at the
church this evening. All are cordially
invited.

New desks for the aldermen have ar-
rived and were placed in the council
chamber last night. They are of oak, and
appear neat and durable.

Ground was broken today for the Dr.
Graft building at the corner of Second
avenue west and Third street.

A general resumption of work on the
Pastore-Stenson building has taken
place.

ANOTHER BIG BUILDING.
An Elegant Building to Go Up on East
Third Street This Year.

A sale was made yesterday of lots 40
and 41 East Third street. First division,
being the corner of Third street and
Third avenue east, for \$8500. This sale
was of much more importance than
would at first appear. It was bought by
a leading St. Paul capitalist who will
erect, and almost certainly this year, a
very handsome and elegant block cov-
ering the entire space, 100x140 feet, and
fitted up for the use of families as a
modern apartment house. It will be
made in the best style and will be an
ornament to the street as well as a con-
venience to the city and will cost fully
\$25,000.

To Start a Branch.
The Haxton Steam Heating company, which
has done such a large amount of work
on steam and hot water heating at the
head of the lake, has finally decided to
open a branch establishment in Duluth
and Superintendent G. W. Butters
is now looking up a location for a resi-
dence. They will employ about twenty
hands.

Notice.
Agate Lodge will hold a special meet-
ing at Castle Hall. By order of
R. T. Mazine, C. C.

A depot will soon be built on Har-
ington's addition. Lots will be sold at
first prices.
COFFIN & WANKER.

DULUTH AND WINNIPEG.

State Senators Wrestle With
the Tough Problem This
Morning.

The Men of Duluth are Helped
by the Delays of the
Debate.

Hot Talk by the Advocates of
the Bill and by its
Enemies.

ST. PAUL, March 20, 9 a. m.—[Special].
—For two days the members of the
senate have been anxiously waiting to
have the Duluth & Winnipeg bill con-
sidered. The senators have all been
ready for the fray, and yet the two days
passed and the amount of business be-
fore the senate occupied the time, so that
the bill could not be reached. Yesterday
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DULUTH EVENING HERALD.

SIX O'CLOCK.

VOL. 6; NO. 283.

DULUTH, MINN., FRIDAY, MARCH 22, 1889.

PRICE THREE CENTS.

D. Buchanan,

THE LEADING GROCER OF THE NORTHWEST,

Carries the largest stock and will make you PRICES as LOW as you can buy east.

Our Teas Are Especially Fine.

WE QUOTE A FEW PRICES:

A JAPAN TEA, a first-rate drinker, 5 lbs. for \$1.00. Four lbs. for a \$1; we will give as good as you will pay 35c per lb. elsewhere.

OUR 50 CENT TEA

Is a dandy, and fit for the Gods to drink. We carry a full line of English Breakfast, Young Hyson, Oolong and Gunpowder.

Coffees! Coffees!

We will sell you COFFEES at the old prices, although they have advanced considerably.

CRESCENT CREAMERY BUTTER in 20 lb tubs; 28c per lb.

EGGS, 14c IN CASE LOTS.

CANNED GOODS. We will put up for You in assorted cases The Best Brands for less money than you can buy elsewhere.

D. BUCHANAN,

Corner Superior St. and Second Ave. West.

WEST DULUTH,

FIFTH DIVISION,

North of railroad track, just Platted and placed on the market, and will be offered on

Building Contract Only

FOR THE NEXT THIRTY DAYS.

Call and see Maps and select your Lot for building in spring.

NO CASH REQUIRED.

MYERS BROTHERS,

ROOM 18, BOARD OF TRADE.

FINEST IN THE WORLD!

SUFFEL & CO.

129 W. Superior St.

Edwin C. Burt & Co.'s

FINE SHOES & SLIPPERS

FOR LADIES AND CHILDREN

ARE THE BEST GOODS MADE AND THE CHEAPEST TO BUY AND USE.

Fit Perfectly. Cost no More Than any Other Style. Superior in Style. Fine Shoes.



EDWIN C. BURT & CO., Manufacturers.

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We are Sole Agents for Duluth for the above make of Ladies' Fine Shoes.

THE BARRETT'S HANGED.

Expiation of the Crime of the Murder of Tolleson July 20, 1887.

Scenes in the Jail Yard While the Law Took Its Revenge.

Story of the Crime That Brought the Boys to the Scaffold.

MINNEAPOLIS, March 22.—[Special.]—Timothy and Peter Barrett, brothers, were hanged in the county jail this morning at 11:14 o'clock for the murder of Thomas Tolleson. The gallows was located in the corridor of the east wing of the structure. About two hundred people, including the judges and attorneys, were present. The trial, which began at 10 o'clock, was a long and tedious one. The jury, composed of the fifty-eight counties in the state and the representatives of the press, witnessed the double execution. The spectators occupied platforms built after the style of a broad staircase graduating from the floor to a considerable height over the scaffold. The instrument of death was surrounded by a railing within which only the physicians were permitted to enter. The drop fell at 11:04 o'clock. The condemned men arose early and after performing their ablutions were closeted almost continuously with their spiritual advisers.

Almost at dawn knots of men began to gather about the jail, and it soon became necessary to bar the way to the rear entrance with great wooden timbers. Three thousand people gathered outside the jail, but the crowd was quiet and orderly. About 10 o'clock Mrs. Barrett went to the sheriff's office and created a scene. She was taken away in a cab. At 10:15 the scaffold room was crowded. A row of men passed from between the bars at the back of the scaffold, and men crowded the space on top of both tiers of cells. Every foot of space on the long steps facing the scaffold was occupied. The sheriff and his deputies, assisted by Chief of Police Brackett, continued the preparations. The huge sand bags that had been attached to the ropes all the morning were removed and the nooses tossed upon the platform. The lever was fastened back with two or three strands of copper wire to prevent any accident. Some of the men in the crowd enjoyed themselves hugely while waiting for the execution. They laughed, cracked jokes and "roasted" the legislators.

The boys rose early. They retired at 11:30 last night and slept well. At 7:30 a. m. the boys partook of a light breakfast, consisting of fried eggs and cranberry jelly, cake, bananas, pie and coffee. Neither of the boys had any appetite. Fathers McGorlick and Corbett came and entered the cells of the condemned brothers. Soon an officer came up, bringing each of the boys a pair of nicely polished shoes. The crowd in the scaffold room increased.

Men climbed on top of the iron cells to get a good view of the scene to come. The windows were thrown open to purify the air. A good deal of excitement was caused by the appearance of a messenger with a big envelope in his hand. "A reliever for Pete," was the whisper that passed from mouth to mouth. It turned out, however, that the note was simply an ordinary business message for some of the courteous officials.

At five minutes before 11 o'clock, Chief of Police Brackett made a brief speech to the crowd in the scaffold room, requesting the spectators to remain perfectly quiet during the execution, and to refrain from conversation. At two minutes past 11 the boys left their cells and mounted the scaffold, accompanied by their spiritual advisers, Fathers James and Henry M. Golic and Corbett. Both were pale but firm. The arms and legs of the boys were securely strapped, while the words of the priests filled the room. The black cap was drawn over Tom's face first and Sheriff Egan adjusted the noose. The sheriff then went over to Pete. He placed the noose over his head, but it was too small. It was then replaced, and the cap drawn down. Neither of the boys weakened, though both were pale and ghastly-eyed. The drop fell at 11:14. The body of Tim fell like a log. There was a noticeable twitching about Peter's body, but it was only momentary. All was over.

THE CRIME AND TRIAL. A Succinct Statement of the Murder and Dramatic Confessions. MINNEAPOLIS, March 22.—[Special.]—The crime was one of the most diabolical in the history of the Northwest, while the circumstances which led to the detection of the murderers, the trial—paralleled in this state for its length—the numerous and futile appeals to the governor for mercy, the infatuation of a young girl for the younger prisoner and her efforts in his behalf, all combined to make the story one of absorbing interest. And yet the victim was only a street car driver who had purchased and furnished a home into which himself and bride of two weeks had moved but a few days prior to that upon which the tragedy occurred. On the night of July 20, 1887, the big Second Avenue and Washington took fire and for several hours burned furiously. Street cars were blocked and it was after 12 o'clock when car 132 on the Cedar avenue line went down Washington avenue. A great crowd had turned out to see the fire, and the rough element was in its glory.

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It would be pleasant were I able to make a favorable report of the grain trade. This I am unable to do. Early in the season preparations were made by our commission houses to take care of a great crop, more than ever before. But on August 17 from the crop moved and the reports foreboded a tremendous falling off in yield and quality. Differing from Chicago, where the main crop of wheat is "to fill short sales," we concede the legitimate use of wheat is for flour, and Minneapolis, with a milling demand of thirty to thirty-five million bushels and an interior to supply with ten million more, is the first point to be supplied. Not until the crop moved and arrived here did our dealers realize how bad was the crop or how small the supplies. As millers located near the wheat, and with established reputation and improved machinery, can pay more than others for the wheat they need, they get it. By blight, frost and rust, a greater part of the crop was so injured as to keep it out of our better grades. General complaint was made by farmers of the rigid inspection maintained here, and great pains were taken to bring the wheat to a critical hour for your board and for the future of Duluth as a grain point, and the question, Should we, as a board or as individuals, for the temporary advantage of increased receipts, let down on grades or keep them rigidly at the standard made known in all wheat markets of the world, was a burning one. The question was Duluth wheat at its present price, or would it be increased commission and receipts for a year or two. The great elevator companies, the marine railways all interested on the side of bringing the wheat, and not specially of quality, on one side, and on the other the reputation of our wheat. Would it be wise far or honorable to purchasers of futures to lower the grades of Duluth wheat to the level of the grain in place of sound wheat?

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The report devotes a short space to the coal trade and its phenomenal growth at Duluth. The shipping of coal is the question of rates. There has been, says Colonel Welles, a wide discrimination against Duluth in rail rates on coal in favor of Chicago and Minneapolis. It is unjust to Duluth and it is a surprise that the great railway systems should so long submit to unjust discrimination.

JUSTICE MATTHEWS DEAD

A Judge of the Supreme Court of the United States Dies Today.

The Supreme Bench is Deprived of One of its Best Judges.

The Daily Batch of News Sent From the National Capital.

WASHINGTON, March 22, 10:20 a. m.—Justice Stanley Matthews died about fifteen minutes ago. He has been ill for some time, but his friends have constantly claimed that it was the result of a too close application to the duties of his position, and that all that was needed to restore him to health was a long rest, which he had planned to take.

Justice Stanley Matthews, of the United States supreme court, was born in Cincinnati, July 21, 1824. He was graduated at Kenyon college in 1849, and began the practice of law a few years later in Mourey county, Tennessee. He returned to Cincinnati soon after and became interested in anti-slavery movements, being in 1849 assistant editor of the Cincinnati Herald, the first daily anti-slavery newspaper in that city. He became judge of the court of common pleas, of Hamilton county, in 1851, was state senator in 1855, and in 1856 and 1857 was United States attorney for the southern district of Ohio. In March 1861 he was commissioned lieutenant colonel of the Twenty-third Ohio regiment, and served in West Virginia, participating in the battles of Rich Mountain and Carners Ferry. In October of the same year he became colonel of the Fifty-Seventh Ohio regiment, and in that capacity commanded a brigade in the army of the Cumberland, and was engaged at Dobson's Ferry, Murfreesboro, Chickamauga and Lookout Mountain. He resigned from the army in 1863 to become judge of the superior court of Cincinnati, and was presidential elector on the Lincoln and Johnson ticket in 1864. In 1864 he was a delegate from Cincinnati to the general assembly of the Presbyterian church in Newark, N. J., and was one of the committee on bills and resolutions, reported the resolutions that were adopted by the assembly on the subject of slavery. He was defeated as republican candidate for congress in 1876, and was one of the counsel before the electoral commission, opposing the argument in behalf of the republicans electors in the Florida case and making the principal argument on the Oregon case. In March, 1877, he was elected United States senator, in place of Hon. John Sherman who resigned, and in 1881 he was appointed associate justice of the supreme court.

THE PRESIDENT'S GATES. LONDON, March 22.—The president had a comparatively easy time today in the matter of callers, although they were far from few in number. Some of the more prominent callers were Senators Sawyer, Fairbank, Manderson, Cullum, Platt, Farwell and friends, Ex-Senator J. McDonald, Senator Allison with Judge Coleman, Iowa, Senator Mitchell with Judge McBride of Utah, ex-Representative Small and friends of South Carolina, Representatives Butler, Perkins, Bergen, Holmes, McKenna with Mr. L. B. Mezzier, of California, Hitt with General John Foster and the Hon. Charles Houck, Turner, Breckenridge, of Kentucky, ex-Representative Butler, of Tennessee, and friends, ex-Representative Moore, General Anson McKook and Governor McKook.

What He Had to Say. WASHINGTON, March 22.—The president was credited with having said this morning in the matter of the John C. New, when the tender of a position in the foreign service was made to him: "You have insisted all along that you preferred to remain in Indiana, and I don't believe you want any place in the service of the government. But it is not a question of giving you an office for the sake of an office. It is to discharge an obligation upon my conscience, to publicly acknowledge what you have done for me, and to satisfy your friends, that you must accept a place."

Now, may I have a preference for the prison I am to occupy? "You may have any place I have in either of the diplomatic or consular service," the president replied.

THE OKLAHOMA PROCLAMATION. WASHINGTON, March 22.—Secretary Noble, after leaving the cabinet meeting this afternoon, issued a proclamation in which the president would sign the Oklahoma proclamation this afternoon, that if it was not signed today he felt confident it would be done tomorrow.

Adjourned Out of Respect. WASHINGTON, March 22.—The chaplain of the senate, in his opening prayer today, made a feeling reference to the death of Justice Matthews, and a few moments later the senate adjourned until tomorrow as a mark of respect.

Mahoney is Better. WASHINGTON, March 22.—The condition of ex-Congressman Mahoney is slightly improved this morning.

DRUMMERS IN DULUTH. Commercial Men Who Are Working the Town for Orders Today. H. H. Rice, a Milwaukee drummer, is stopping at the St. Louis. Lewis Sholes, of the same place, is with him. Ed. Good, the head of the Hartman Manufacturing company, is selling wire fencing and putting in Duluth. H. C. Smith, a Gloverville, N. Y., commercial traveler, got as far west as Duluth this morning. He has sold several good orders and is correspondingly happy. J. T. Lovering, a member of the Lovering Boot and Shoe company of St. Paul, is in the city today. He is heavily interested in Duluth real estate. J. E. Lobell, who peddles drags and horbs for Noyes Bros. and Outlets of St. Paul, is in town again after a short absence. C. J. Babcock, the Wisconsin representative of the Brunswick, Balke, Collier company, a New York firm, is looking after his firm's interests here today. He is figuring on the billiard table contract for the Spaulding house.

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The report devotes a short space to the coal trade and its phenomenal growth at Duluth. The shipping of coal is the question of rates. There has been, says Colonel Welles, a wide discrimination against Duluth in rail rates on coal in favor of Chicago and Minneapolis. It is unjust to Duluth and it is a surprise that the great railway systems should so long submit to unjust discrimination.

THE PRESIDENT'S GATES. LONDON, March 22.—The president had a comparatively easy time today in the matter of callers, although they were far from few in number. Some of the more prominent callers were Senators Sawyer, Fairbank, Manderson, Cullum, Platt, Farwell and friends, Ex-Senator J. McDonald, Senator Allison with Judge Coleman, Iowa, Senator Mitchell with Judge McBride of Utah, ex-Representative Small and friends of South Carolina, Representatives Butler, Perkins, Bergen, Holmes, McKenna with Mr. L. B. Mezzier, of California, Hitt with General John Foster and the Hon. Charles Houck, Turner, Breckenridge, of Kentucky, ex-Representative Butler, of Tennessee, and friends, ex-Representative Moore, General Anson McKook and Governor McKook.

What He Had to Say. WASHINGTON, March 22.—The president was credited with having said this morning in the matter of the John C. New, when the tender of a position in the foreign service was made to him: "You have insisted all along that you preferred to remain in Indiana, and I don't believe you want any place in the service of the government. But it is not a question of giving you an office for the sake of an office. It is to discharge an obligation upon my conscience, to publicly acknowledge what you have done for me, and to satisfy your friends, that you must accept a place."

Now, may I have a preference for the prison I am to occupy? "You may have any place I have in either of the diplomatic or consular service," the president replied.

THE OKLAHOMA PROCLAMATION. WASHINGTON, March 22.—Secretary Noble, after leaving the cabinet meeting this afternoon, issued a proclamation in which the president would sign the Oklahoma proclamation this afternoon, that if it was not signed today he felt confident it would be done tomorrow.

Adjourned Out of Respect. WASHINGTON, March 22.—The chaplain of the senate, in his opening prayer today, made a feeling reference to the death of Justice Matthews, and a few moments later the senate adjourned until tomorrow as a mark of respect.

Mahoney is Better. WASHINGTON, March 22.—The condition of ex-Congressman Mahoney is slightly improved this morning.

DRUMMERS IN DULUTH. Commercial Men Who Are Working the Town for Orders Today. H. H. Rice, a Milwaukee drummer, is stopping at the St. Louis. Lewis Sholes, of the same place, is with him. Ed. Good, the head of the Hartman Manufacturing company, is selling wire fencing and putting in Duluth. H. C. Smith, a Gloverville, N. Y., commercial traveler, got as far west as Duluth this morning. He has sold several good orders and is correspondingly happy. J. T. Lovering, a member of the Lovering Boot and Shoe company of St. Paul, is in the city today. He is heavily interested in Duluth real estate. J. E. Lobell, who peddles drags and horbs for Noyes Bros. and Outlets of St. Paul, is in town again after a short absence. C. J. Babcock, the Wisconsin representative of the Brunswick, Balke, Collier company, a New York firm, is looking after his firm's interests here today. He is figuring on the billiard table contract for the Spaulding house.

THAT CANAL PROJECT.

The Proposed Canal Between Lakes Superior and Michigan.

The Opinion of Duluth Vessel Men--The Saving of Distance.

A dispatch printed in the Herald a few days ago announced more authoritatively than ever before the contemplated building of a new ship canal across the Upper Michigan peninsula to connect Lakes Michigan and Superior. The plan is, as heretofore outlined, to cut the canal directly across the upper peninsula from a point near the head of Little Bay de Noquet and run it due north to Au Train bay, on Lake Superior, about thirty-five miles. Little Bay de Noquet is an arm of Green Bay. Au Train bay is about twenty miles east of Marquette. A river runs northward to Au Train, along whose course it is proposed to build a part of the way. As there is a great height of land between the lakes there only two locks are thought necessary. In fact it is believed by antiquarians that the course selected was once a connection between Lake Superior and Michigan when the water level was higher than now, and many facts point to this conclusion.

If this canal is built it will lessen the distance between Duluth and Chicago at least 200 miles, or over 400 miles the round trip, as it serves the detour by the Sault Ste. Marie which vessels are now compelled to make in order to get from Lake Michigan into Lake Superior. The commerce between these lakes comparatively small at present, being confined to one line of four passenger ships, the carrying of an occasional cargo of wheat from Duluth to Milwaukee or Chicago and the annual transportation of 200,000 tons of iron ore. Should such a canal be built, it would doubtless increase this traffic somewhat, notably in wheat, which we could send there in increased quantities, and in iron ore as well. But it appears very doubtful if the commerce between the lakes could be so augmented to pay interest on the cost of such an undertaking unless, as the projectors hope, it may be used in place of the Sault for through east and west bound business. Such a hope is chimerical.

The Michigan legislature has been asked for a charter, and a resolution has been introduced there calling for a survey of the route. There are no obstacles in the way. The projectors assert that the total cost of construction will be less than the improvement and deepening of the Sault Ste. Marie, and straightening of its lower channels, which the government now has under way. It would unquestionably be a pretty good thing, said a vessel captain this morning, "though just where the greatest benefit would lie I can't see. It wouldn't help Duluth much, it wouldn't help Chicago much and it certainly wouldn't bring a fortune to the projectors. There is some danger in the Sault river from rocks in the channel."

REVERSED THE DECISION.

The Old Barn Grain Controversy Again.

Judge Dickinson, of the state supreme court, has rendered a decision in the case of the City of Duluth, respondents, vs. the St. Paul and Duluth Railway company, Dunn & Thomson, appellants, and reverses the judgment of Judge Stearns, in November, 1897, who held in favor of the city. The case was brought to the court by the city, which had been partially destroyed by fire, with the condition that the purchasers should remove the same, the contract is construed as a purchase of an option to take away all the grain stored, but not a purchase including the grain destroyed. The purchasers in this case were not obliged to remove such worthless matter from the premises, not liable to the public.

A Distribution in the Gold Fields.

The Lower Californian, published at Escondido, Lower California, near which place has sprung up a tremendous gold excitement in the past few weeks, has the following of a well-known Duluth boy: Percy S. Douglas arrived here last Friday from Duluth, Minnesota, on a visit to his brother, Howard H. Douglas, up to the time of meeting last Friday, the gentlemen had not seen each other for over seventeen years, when Howard left Duluth to come to the Pacific coast. When the Duluthian came in last Friday Howard Douglas, who wouldn't wharf, but was not expecting his brother, and when Mr. Curtis, who had become acquainted with Percy Douglas in San Diego, introduced the latter to Howard as "Mr. Jones," our Douglas took his brother's hand without a sign of recognition.

The New Methodist Church.

About \$20,000 in cash is pledged for the new church building of the First Methodist society. It is the intention of Dr. Dunn and his able assistants to collect about as much more, and this, with the proceeds from the expected sale of the present Second street site, will build the church that is wanted. This year the foundations and basement will be constructed, and early in the spring of '00 work will be begun on the superstructure, which will be finished, it is hoped, that same fall. No plans are drawn, but a general idea of the proposed structure, which has already been sketched in these columns, has been decided on.

Boasting the Record.

A Menominee paper tells of a load of 21 logs, hauled on a ten-foot bunk, the load 19 1/2 feet high and drawn by a team weighing only 2500 pounds and sealing 14,275 feet. We have, says the paper, a diagram showing the amount of feet in each log, and arrangement of the load, which will be engraved and published. As 14,275 feet of green logs would weigh about thirty tons, this haul is probably entitled to the palm of distinction. Can any Duluth lumberman tell of a bigger one?

The Clan Collects.

Clan Stewart, held its monthly entertainment last evening at the club rooms. The turnout was unusually large, over 300 people being present. Several were over from West Superior. A number of the literary programme was the entertainment of the early evening, one of the numbers being the rendition, in costume, of "Lechiel," by Messrs. Claugers and Morrison. After the close, dancing was enjoyed until this morning. Next Thursday the inauguration of the Clan Cameron, of West Superior, will take place.

IT IS COMMON TALK.

That transactions in real estate are numerous, steady and at advanced figures.

That the Car company's intention to build 100 houses for its employees is but the forerunner of considerable building of that description.

That the young man in charge of Hotel St. Louis owns and cigar stand is polite and obliging.

That ex City Comptroller Davis has sold his standing desk to a prominent contractor, who will use it for a rod's end.

That the railroad companies totally disregard the order prohibiting flying switches over thoroughfares, and that they should be forcibly reminded of it.

That the hotel is a popular institution, and its lecture course very instructive and elevating.

That not one of ten people can call George E. from W. R. Welles, or vice-versa.

That a fire alarm box should be placed on the city hall corner.

That the usual promenade to the Northern Pacific docks is again crowded with pedestrians.

That a building inspector should be appointed at once.

That the mayor's office is attractive and convenient for work.

That this season's crop of maple sugar is abundant and of fine quality.

That both telephone companies will increase their force of operators April 1.

That the Chambers' residence at Fond du Lac has been examined this spring by parties who contemplate buying it and making it into a summer resort hotel. The situation is a lovely one.

PERSONAL.

Dr. Sweeney was a passenger to St. Paul last night.

Tom Overland, of the Industrial Age is in Minneapolis.

J. H. Lege returned last night from a week's stay in Ashland.

George Huse, of the Union depot, left last night for a brief business trip to the Twin Cities.

Dr. Lumboltz left today for the East, carrying with him a high opinion of Duluth and its resources, as well as a trunk full of mineral specimens from this district. He sails for the Paris exposition in May and returns to this country in the fall.

C. S. H. Dunn, D. D., and family, and L. A. Barber and son Fred leaves in about a week for Santa Barbara and other parts of the west coast, during their absence they may take in Ensenada and the new gold fields of Lower California. Mrs. Barber, Frank and Fannie are now in Santa Barbara.

THE DAY IN THE CITY.

The Western Union telegraph office now ticks by electric light.

Speaker Graves has introduced the \$500,000 courthouse bond bill in the legislature.

Lovers of fast horses should not forget the meeting to be held at the St. Louis this evening, and first noted last night.

Minimum temperature this forenoon was 47° above. The day has been warm and very pleasant and a typical June day.

As soon as ship No. 1 is free enough to allow the passage of boats, dredging will begin at the new stone dock. It is to be filled solid.

Last night's south bound Duluth passenger train was delayed near Brainerd station by a number of stones on the track which had rolled down from the hills.

Van Buren Bros. wish to state that a report circulating that with renting the American Express company's present quarters as a branch store, is totally incorrect.

P. H. Quinby has the contract for cutting the stone of the Chamber of Commerce building. It will figure \$11,000. His Palladio carving contract is for \$15,000.

J. P. Hopkins, late of the Bell & Miller Ideal restaurant, has bought a half interest in A. W. Little's Columbia chop house in West Superior, and will move there at once.

The rate of 7 1/2 cents on flour on all the Chicago lines went into effect yesterday. The Duluth road makes a rate of 7 cents on flour which is to go into store at Duluth.

The Pastore Building. The scaffolding is being put up around the Pastore-Stenson block and active building operations commence next week. The report published some time ago in local papers that it would be ten stories high was utterly incorrect. Its height will be six stories as originally intended. It is hoped to have the structure complete this season.

LEWIS & MCNAIR-DULUTH AND SUPERIOR. Cheap Lots in Duluth, West Superior and West Duluth.

Both business and residence lots in all parts of both towns and all additions at lowest prices with easy terms.

In lots of five, ten, twenty and forty acres. It all lies beautifully on a level, and is a complete trunk line railroad and can be plotted very soon.

to Plat at West Duluth. Twenty-eight tracts that lie finely, nice view. Lots can be sold quickly if plotted. Price low and terms easy.

Near the New Custom House in Duluth. We have the best forty four acre lots left at the head of the lake. They lie within 100 rods of the new custom house. Prices so low that there is a fortune in each forty by plotting this spring.

On Hammond Avenue West Superior. The best and cheapest forty acre lot near West Superior 80 rods on Hammond avenue, nice to plat this spring.

John Ware's (Langellier's) Addition to Duluth. Is centrally located, lies beautifully, handsome view; thoroughly cleared, no stones or rocks.

Lots for sale now at very low prices and on easy terms. Exclusively by Lewis & McNair.

If you want to sell your property quick list it at M. B. HARRISON'S, Spaulding house.

Money to Loan On furniture, horses, wagons and any chattel security in amounts to suit borrower. A. C. JAMES, Room 5 Miles block.

A Chance For a Home. Money furnished to build houses. Easy terms; long payments; low interest; no brokerage or commissions. M. B. HARRISON, Spaulding house.

If you want to sell your property quick list it at M. B. HARRISON'S, Spaulding house.

A Chance For a Home. Money furnished to build houses. Easy terms; long payments; low interest; no brokerage or commissions. M. B. HARRISON, Spaulding house.

Desirable Property.

I have a large lot of property, and my following divisions. Real estate dealers and investors are invited to call and examine the list.

Harrison's division, 1/2 of sw 1/4 and 1/2 of sw 1/4 and lot 3, sec 13, tp 50, r 14. Harrison's Brookside division, sec 14, sec 22, tp 50, r 14.

Harrison's Bellevue division, sw 1/4 of sw 1/4 and 1/2 of sw 1/4 of sw 1/4 of nw 1/4, sec 13, tp 50, r 14.

Harrison's English division, sw 1/4 of sw 1/4 and 1/2 of sw 1/4 of sw 1/4 of nw 1/4, sec 13, tp 50, r 14.

Harrison's Bellevue division, sec 14 of nw 1/4 and 1/2 of sw 1/4 of nw 1/4, sec 22, tp 50, r 14.

Harrison's Marine division, sec 14 of nw 1/4 and 1/2 of sw 1/4 of nw 1/4, sec 22, tp 50, r 14.

Harrison's Bellevue division, sec 14 of nw 1/4 and 1/2 of sw 1/4 of nw 1/4, sec 22, tp 50, r 14.

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REAL ESTATE.

MONEY TO LOAN! MONEY!

Amount to Suit Borrower; From 0 to 5 Per Cent.

REAL ESTATE.

In all parts of the city. We are offering some especially good figures. Call on us in Duluth National Bank Building.

Mendenhall & Hoopes.

J. D. & R. C. RAY.

REAL ESTATE.

Duluth National Bank Building.

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(Formerly of New York City.)

Loans and Real Estate Investments.

Merchant and Duluth Park Divisions, Twenty-fourth Avenue West and Fourth Street.

Send for maps and circulars for lots or tracts.

A. L. KINGMAN.

Real Estate

207 National Bank Bldg.

Residence lots that lie beautifully, only \$1250.

Bargains in Acres.

Bargains in Business Property.

Bargains in Improved Property.

If You Want a Bargain, Call.

If you have anything to sell cheap don't fail to see me.

C. H. GRAVES & CO.

INSURANCE.

REAL ESTATE

AND LOANS.

Acres at the West End.

Acres on the Hill.

Acres in the East End.

Lots in Portland.

150 Lots in Endon.

300 Lots in Endon.

ESTABLISHED 1880.

WEST DULUTH

LAND CO'S LOTS

Acres East. Acres West.

Lots in all Divisions of Duluth Proper.

BARGAINS! BARGAINS! BARGAINS!

Look at My List.

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Office: Ground floor, New Spaulding.

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CHOICE WINES, LIQUORS AND CIGARS.

All Sporting News received here. All sporting papers on file.

HOTEL ST. LOUIS

Thos. Cullyford, Proprietor.

REAL ESTATE.

Harris Bros., Special Bargains.

TWO LOTS IN BLOCK 16, THIRD DIVISION.

EIGHTY ACRES IN SEC. 31-40-14.

TWO LOTS ON CENTRAL AVENUE, WEST DULUTH.

LOT ON THIRD STREET, BETWEEN SECOND AND THIRD AVENUES WEST.

C. E. Lovett & Co., Special Offerings.

20 ACRES ADJACENT TO OREBETA suitable for plating at a low price and on easy terms.

CHOICE FIVE ACRES TRACT NEAR CAMPION PLACE, ADJACENT TO PLATING, \$1000 per acre.

40 ACRES IN SECTION 14-49-15, BELOW MARKET PRICE.

SEVERAL PIECES OF ACRE PROPERTY near Spirit Lake. Bargains.

CHOICE RESIDENCE LOT ON FOURTH STREET, CHAS.

W. C. SHERWOOD & CO.,

REAL ESTATE,

LOANS AND INSURANCE.

HAVE DESIRE BARGAINS IN LOTS AND BLOCKS.

In different parts of the city and ACRE PROPERTY ADJOINING.

All we ask is for parties to examine our list and compare them with other prices before buying. Call or write.

W. C. SHERWOOD & CO.,

MYERS & WHIPPLE.

Careful and Judicious Investments.

Always Sure to Pay. We have some Bargains on Hand. Money to Loan in any amount. If not on hand can negotiate any amount on good property. Insurance carefully written in the best of companies.

Call or write us.

Duluth National Bank Building.

(ESTABLISHED 1881.)

KIMBERLY, STRYKER & MANLEY.

FIRST MORTGAGE LOANS.

They Are Going Fast!

The celebrated MASCOT WATCH, given away with every SUIT OF CLOTHES OR SPRING OVERCOAT, the price of which is \$15 or over, if asked at the time of purchase. A splendid Stem Winder and Stem Setter, manufactured and warranted by the Manhattan Watch company, of New York city.

Adlers Bros. Tailormade Clothing.
Wilson Bros. Dress Shirts.

The World-renowned Knox Hats
E & W Collars and Cuffs.
The Mothers Friend Shirt Waists.
The Shaw Knit Hosiery

The BIG T

MONEY TO LOAN

MONEY TO LOAN
FIRE INSURANCE IN RESP
JOERI

MISCELLANEOUS.

DUCHESS THEATER,
WEST SUPERIOR.
MRS. FANNIE PRESTIGE, PROPRIETOR.
ROBERT THEES, MANAGER.

E. E. RANDALL & CO.,
UNDERTAKERS AND EMBALMERS.
NO. 24 SECOND AVENUE WEST.
TELEPHONE CALL 68.

NEILL THE OPTICIAN.

MARKS SCIENTIFIC
Correction for all conditions of sight.

FINEST QUALITY OF SPECTACLES AND EYEGLASSES.
Results Guaranteed.

ROOM E. HUNTER BLOCK.

O **CULIST AND AURIST.**
D. A. STRICKLER, M. D.
Practice limited to the diseases of the
EYE EAR, NOSE AND THROAT.
OFFICE—ROOM 609, DULUTH NAT. BANK BLOCK.

Hours—10 to 12 a. m., 2:30 to 5 p. m.

H. S. LORD,
ATTORNEY AND COUNSELLOR AT LAW,
DULUTH, MINN.

COLSON'S RESTAURANT.
GAME FISH OYSTERS &c &c

First-class in every respect.
BOARD, \$4.50 PER WEEK.
116 West Superior street, Duluth, Minn.

DRS. GARREAU AND LACHAPPELLE WILL
be at the Merchants' hotel from this date
and ready to attend to all the sick and afflicted.
Eye diseases and surgery in general, a spe-
cialty.

Duluth, Minn., March 14, 1899.

MONEY TO LOAN—REPRESENTING eastern capitalists, bankers and a mortgage company. Loans of any size negotiated promptly, 6 to 8 per cent. Building loans a specialty. N. J. Upham, room 7, Metropolitan block.

W. P. SCHILLING—VOICE CULTURE and

MCMILLEN & STEBBINS, ARCHITECTS and superintendents. Office, room No. —, Exchange building.

MR. H. P. ROBINSON, BASS SOLOIST. MAY be seen or addressed at his studio, No. 8 Miles block, to arrange for concert engagements, conducting and teaching.

MISS MINNIE B. RAINEY, TEACHER OF voice culture. 21 East Third Street.

PALMER & HALL, ARCHITECTS AND Superintendents, room 46, Exchange building, Duluth, Minn. E. S. Palmer, L. P. Hall.

MONEY TO LOAN—GOOD BUILDING loans a specialty. Insurance carefully listed in responsible companies. Clague & Prindle, 322 Duluth National Bank building.

DEAD ANIMALS
PROMPTLY REMOVED ON SHORT NOTICE.

THOMAS HALFORD.
TELEPHONE 128.



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FIRST:—It is a Daily Paper for Busy People.
The people of the busy West appreciate keenly the necessity of an intelligent knowledge of the world's daily doings, but they are too busy to waste valuable time in searching

through a cumbersome "blanket-sheet" newspaper for the real news of art, literature, science, religion, politics, and the thousand-and-one things which make up modern civilization. They want news—all the news—but they don't want it concealed in an overpowering mass of the trivial and inconsequen-

SECOND:—It is an Independent, Truth-telling Newspaper. The people demand a fair, impartial, independent newspaper, which gives all the news, and gives it free from the taint of partisan bias. With no mere political em-

of public opinion. On the more general distribution to gratify, no "ax to grind," the impartial, independent newspaper may truly be "guide, philosopher and friend" to honest men of every shade of political faith; and this is why THE CHICAGO DAILY NEWS has today a circulation of over "a million a week."

these two comprehensive elements of popularity, a third, in its unparalleled reduction of price to **ONE CENT A DAY.**
It is always large enough,—never too large.
THE CHICAGO DAILY NEWS is for sale by all newsmen at *One Cent* per copy, or will be mailed, postage paid, for \$3.00 per

year, or 25 cents per month. The farmer and mechanic can now afford, as well as the merchant and professional man, to have his metropolitan daily.

Address VICTOR F. LAWSON,
Publisher "The Daily News," Chicago.

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ARE ASSIGNED TO DUTY

The Roster of the Inman Fleet
in Vessels and Their
Officers.

Coal Fleet for the Opening...
Dredges to Begin Oper-
ations.

A Leading Merchant of Tower
Assigns in Duluth
Today.

Navigation has been open to a small degree in Duluth and Superior harbors for a few days, but the vessels have not been moving much, but "ice clearing" comes when the first clearance is put on record in the custom house. The ice is breaking up in the harbor this year and leaves for Grand Marais Monday morning at 10 o'clock. She will be in time that port Tuesday or soon as her cargo is landed. The sailing of her summer's work has been arranged, and the Herald takes pleasure in announcing that the schooner will leave for Duluth for Port Arthur and intermediate ports as soon as Thursday Bay is open, every Monday, Wednesday and Friday. The schooner will leave for Port Arthur for Duluth every Tuesday, Thursday and Saturday at 2 p. m. Her cargo will be about 8 o'clock at the end of the month. The schooner Duluth every Sunday and give the usual excursions. Commodore Innan has not given out his list of fleet appointments, which is given below. It will be

seen that two new vessels are in the fleet. Headquarters will be maintained on this side of the bay at the old place on Northern Pacific dock, but a branch office will be opened at West Superior and at least two of the best tugs will always be stationed there. In addition Commodore Inman is stringing a private telephone wire around all the docks and will have instruments handy where vessel captains can just step up to the phone and call for a tug, without blowing their whistles at all hours. The public as well as naval vessels

The assignments of employees are as follows: Prop. Ossifrage—Captain, W. E. Harrow; mate, William McGilvery; chief engineer, Wilson Palmer; steward, J. Gray; cabin maid, Mrs. Jessie Mc

Hannet; engineer, N. Morrison—captain, Tug J. L. Williams—captain, John Rafferty; engineer, James Mutch, Tug Mary Virginia—captain, Oliver Green; engineer, William Rehder. Tug Cora B.—captain, Joseph Cox; engineer, M. Townsend. Tug O. W. Cheney—captain, Samuel Harris. Prop. J. C. Liken—captain, Charles Phelps. Fire boat David Sutton—captain, John K. Glover; engineer, Frank Garrett.

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Marine Notes.

The S. B. Barker is ready for duty and will probably make a trip next week. She is in tip-top order.

The J. L. Williams has gone into commission and is busily at work placing and releasing vessels.

The Evison has made another short trip.

Moving tugs attracted a large crowd to the Northern Pacific dock this afternoon.

As the time for the opening of lake navigation approaches, it becomes of interest to know the coal-carrying capacity of the fleet, wintering in port, and accordingly a list has been made. The Express, of Buffalo, makes a list of eighty propellers, schooners and barges with a capacity of 100,000 tons; also sixteen lin. propellers with a coal-car-

their capacity of 2500 tons, and a lot of lumber carriers say 3000 tons. Some of these are loaded and it looks as though there would be quite a fleet at the start.

ASSIGNMENT.

A Well Known Tour Merchant Assigns Today.

P. J. Richwine, who has been running the largest general store in the entire Vermilion district came down to this city Monday and after an interview with his creditors made an assignment to D. H. Bacon, of the Minnesota Iron company. Mr. Richwine was stocked up very heavily last fall in winter goods and the unusually bad weather has prevented the

A Tower man in town today says: "P. J. Richwine, of Tower, who assigned to me, is one of the most progressive men on the range. He has a number of men who, when the inevitable came, after stocking up cheaply for a winter trade only to find the weather directly adverse to the line of goods he carried. Several telegrams of sympathy have arrived from his business associates on the Vermilion, all of whom hope he will effect a settlement."

Dredges to Work.

The dredge companies are figuring on the

beginning on Wednesday a new day of
work. The men of the mine will
in three odd days a week from Monday on
begin their big contract at the Eastern Minne-
sota coal dock. They begin this before
the miners because there is no removal of
earth, and snows will not be bothered by
ice. The government contracts of both
Williams, Upham & Co. and C. S. Barker
will begin soon after April 1st.

The best is what you want. Patronize
the Troy Steam Laundry. Telephone
your order. No. 3 Seventh avenue
west.

Pursuant to adjournment there will
be a meeting of the members of the St.

Louis County Bar in the council chamber of the city hall this evening, March 23d, at 3 p. m. The object of the meeting will be to form a permanent bar association.

Johnson's Universal Cyclopedia is the best. Examine it before you purchase any other.

Get your laundry work done at the Troy Steam Laundry. Your clothing properly mended and cared for, no extra charge. No. 3 Seventh avenue west.

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The Great Eastern
CLOTHING COMPANY
ARE OFFERING DURING THIS WEEK
Just previous to their re-arranging of store and goods,

Marvelous Bargains in Clothing,
MEN'S SUITS, HATS,
SHOES, UNDERWEAR AND FURNISHINGS,
The Largest Dealers in Clothing in Duluth.

M. S. BURROWS & CO.,
225 and 227, West Superior Street.

WEST DULUTH,
FIFTH DIVISION,
North of railroad track, just Platted and placed on the market, and will be offered on

Building Contract Only
FOR THE NEXT THIRTY DAYS.

Call and see Maps and select your Lot for building in spring.

NO CASH REQUIRED.

MYERS BROTHERS,
ROOM 18, BOARD OF TRADE.

ZENITH PARK ADDITION
ZENITH PARK ADDITION.
E. C. HOLLIDAY,
HOTEL -- ST. -- LOUIS.
HOLLIDAY
E. C. HOLLIDAY.

TRANSFERS OF TRADE.
Westward the Star of Commercial Empire Takes Its Way.
Its Course Traced by the Facile and Acute Pen of Mr. Elliot.

Duluth One of America's Four Supreme Business Centers.
New York, March 22.—[Special Correspondence.]—Westward the star of empire takes its way. This glittering generalization contains a good deal of homely truth and its rhetorical sparkle and glitter, and it is as true now as ever it was. Ever since the deluge and the little unpleasantness at the Tower of Babel, the movement of civilization and of political power has been westward. In the course of thirty centuries or so, it has advanced half way around the globe; and it remains to be seen whether it will complete the circuit and devote Asia to the level of Europe and America, or whether it will stop short on our Pacific shores.

The short philosophical infliction is intended as a preface to the general subject of the recent transfers of trade activity in this country. Early in our national history, Boston, New York, Philadelphia and Baltimore were the only large trade centers, and in a few years New York had forged ahead and stood alone as the unquestioned metropolis of the country. This it is still, but not in the sense understood fifty years ago. In certain important lines, it has lost its position and other cities in some cases surround their almost entire, to its Western rivals. Two weeks ago we showed how this was so with regard to grain. And it is so with other branches of industry, which might be specified.

The star of mercantile empire, in other words, is passing to the West. And its first phase, in its flight across the continent, was over the city of Chicago. The wonderful metropolis of Illinois attained its supremacy without much delay or opposition. St. Louis, its disputant, claims for awhile, but not successfully. Highly favored by natural position and other circumstances, Chicago naturally attracted to itself all the trade of the Northwest during the early years of its section's development. So long as Illinois, Indiana, Wisconsin, Iowa, Minnesota and the territory still further west, were in their infancy, they depended on Chicago almost entirely for their business facilities.

Chicago bought all their grain, all their live stock, all their vegetables and other necessities, all their lumber. It was the greatest receiving and distributing business center in the West. It was not only bought, it also sold. It supplied the whole Northwest with whatever it needed from outside. But it has not escaped the attention of observers in individuals that for some little time past Chicago's peculiar glory has been waning. Statistics show it, and it is evident even without the aid of statistics. As the newer cities, farther to the West, have increased in population and developed into first class business centers themselves, they have diverted a large part of Chicago's business to themselves. That city, I refer, of course, to Duluth, Minneapolis, St. Paul, Kansas City, Omaha, St. Joseph, etc.

These cities, and the extensive rural districts of which they are the centers, no longer depend on Chicago for their bulk of their business, or for their sales. In grain, for example, the figures show that Duluth, a city of inconsiderable size compared with Chicago, receives daily about as much wheat as Chicago receives, while Minneapolis receives regularly about as much as much. The figures for the 20th inst. are before me as I write, and they are as follows: Chicago, 17,400 bushels; Duluth, 25,221; Minneapolis, 25,220.

All this would make little difference if these receipts all had to go to Chicago eventually, as they used to. But now they do not. Minneapolis and Duluth, the great wheat depots of the country, and the natural outlets for the wheat of the vast spring wheat belt of the Northwest, have now independent connections with the seaboard, by way of the Canadian Pacific and the lakes. There is no necessity for their going through Chicago, or to Chicago, and no reason why they should. They can ship direct to New York, and they can buy what they need in New York, where they sell. And this is what is beginning to happen. Duluth and Minneapolis, that is to say, are wresting from Chicago its long and proudly held grain supremacy, and Kansas City bids fair to rob it of its dearly beloved hogs. Kansas City is by no means disposed to play second fiddle to Chicago. Like its Minnesota brethren, it too has independent communication with New York. So have St. Louis and Omaha; and in fact, every considerable city in the Northwest, possibly with the exception of Milwaukee, is seen to be swinging loose from its former vassalage to Chicago, and to be setting up in business independently for itself.

The business world has waked up to a realization of this fact only very recently. The opening of the new railway lines from Minneapolis to the "Gow" and from Duluth along the south shore seems to have been the match which fired the train and caused the explosion. This has altered the whole situation. Formerly, in the Northwest, all roads led to Chicago, and Chicago could make what rates it chose. Now Minneapolis and Duluth have as much to say about rates to New York as Chicago has. One result will be that Minneapolis, St. Paul and Duluth will become the great distributing centers of the Northwest vice Chicago; and thus will be vindicated anew the truth of the old adage already quoted.

Will the star of empire make any further move? Probably not for many years to come. The proximity of Duluth to the lakes is a peculiar advantage which will tend to preserve the supremacy of that Minnesota city for a long period.

It may interest Duluth readers to learn—if they have not already heard of it—that Mr. Erasmus Wiman, the distinguished railway and commercial authority, lays down the general dictum that there are four great natural trade centers in this country, and that those four must be always hereafter the chief and supreme business centers of the United States. They are New York, Buffalo, New

THE BARRETTES.
The Bodies Removed to Omaha, Where They Will Be Buried.
MINNEAPOLIS, March 25.—The bodies of the Barrett boys were taken to Omaha last evening, Mrs. Barrett having sufficiently recovered from her prostration to be able to go. Agent Leman accompanied Mrs. Barrett. Mrs. Mary Coleman, the sister, remained in Minneapolis. All day there was a crowd about Connelly's morgue, anxious to get a look at the bodies, but none except the relatives were granted the privilege. Although the train which was to bear the remains did not leave until 6:25 o'clock, it was decided to early remove the bodies to the depot before that time, and accordingly they were taken from the morgue about 4 o'clock. It was all done so quietly that the morbidly curious were not aware that they had been removed until some time afterwards. At 11:30 had preceded his brother through life, so he was the first to be moved to the depot.

The remains will arrive in Omaha this forenoon, and a public funeral will be held from the house of a relative. It is understood that Mrs. Barrett will not return to Minneapolis, at least for some time.

Electric Sub-way Explodes.
New York, March 25.—About 11:45 o'clock, morning, a loud report started the crowds and passers at the junction of Fifth avenue, Broadway and Twenty-third street. A terrible explosion had taken place. A large portion of the sidewalk on Twenty-third street, just off the corner of Broadway, was blown high into the air. Showers of stones fell on the sidewalk next to the hotel. The windows of the hotel were shattered. There is a huge hole in the sidewalk next to the hotel. At first it was thought that the boiler in the Fifth avenue hotel had exploded, but later it was discovered that the explosion was due to an electric sub-way.

Lard and Meat Destroyed.
St. Paul, March 25.—The total loss by the burning of the St. Paul Meat Provision company's plant at Stewart avenue and Hay street early yesterday morning is estimated at \$75,000 and is covered by an insurance of \$44,000, placed by various St. Paul agencies. The loss of the plant, which was a large quantity of lard and sausage, was completely destroyed, only fifty barrels of lard and sausage were saved. The engine house, where the lard was stored, is a valuable machinery wrecked, and the stone stable adjoining was burned.

Taxes on Iowa Railroads.
Des Moines, Iowa, March 25.—The executive council has just completed the annual assessments of railroads doing business in Iowa. The total assessment for purposes of taxation is fixed at \$1,250,000, of which \$425,000 is upon railroads proper and the balance upon sleeping and dining cars. The state of Iowa has a net earnings of Iowa roads last year of \$1,500,000, while the roads failed to pay operating expenses. The total assessments are about \$270,000 more than last year.

A New York Ex-Mayor's Deal.
St. Louis, March 25.—Information comes from Florence, Ala., that a controlling interest in the Tennessee Coal and Iron and Railway company has been sold to Messrs. Abram S. Hewitt, Edward Cooper, Mr. Murphy and others of New York City. The Tennessee Coal, Iron and Railway company is the largest and wealthiest corporation doing business in the South, being a consolidation of the Pratt Coal and Coke company, Coalburg Coal and Iron Railroad, and other important companies.

A Big Failure.
LANSING, Mich., March 25.—The building firm of Wahlman & Grip, the largest in Northern Michigan, has made an assignment. Liabilities about \$130,000. Assets not known, but large.

FOUND DROWNED.
Spirit Lake Furnishes the Sensation Today—A Man Found in the Ice.
Some people living near Spirit Lake found this morning the body of a man near the head of Big Island. The corpse was firmly imbedded in the ice and had evidently been there for some time. It was impossible to identify it, but it is thought to be the remains of a Frenchman who was drowned last fall while hunting. Dr. McComb was notified, but did not come there, as the case did not come under his jurisdiction.

Contractor Bernhardt's Work.
L. M. Bernhardt, the contractor who is doing the iron work for the Minnesota Eastern road, will finish the job next week. The bridge work across the St. Paul and Duluth track will be begun in a few days, all the iron to be used for that purpose having arrived. The trestle crosses twenty-four feet above the three-track Omaha line near the elevators is a remarkable piece of work. It crosses the road diagonally and is 550 feet long, the peculiar kind and position of the heavy iron columns and girders used making it most difficult of construction. Mr. Bernhardt will build a bridge for the Omaha road, as soon as his Minnesota contract is completed, then will go to Missouri.

Will Not Coin More Silver.
Secretary Windom, according to the Washington correspondent of the Boston Advertiser, will not change the established policy of the treasury department respecting the coinage of silver. He will not coin more silver than the Sherman, Folger and McCulloch have done, restricting the coinage to \$2,000,000 per month, instead of coining \$4,000,000, as he might by law.

THAT REPORTED DEAL.
The Wisconsin Central Not Leased to the Northern Pacific.
But a Traffic Arrangement Will Probably Soon be Made.
St. Paul and Duluth and the Union Depot--Rail Notes.

New York, March 25.—The reports of a lease or consolidation of the Wisconsin Central by the Northern Pacific are denied by the officials of both companies. It is officially stated, however, that a traffic arrangement between the two companies will be consummated at the special meeting of Northern Pacific directors on Wednesday. The Wisconsin Central company is absolutely controlled by C. L. Colby, Colgate Hoyt, and Edwin H. Abbott, the stock certificates not carrying voting power, and the three gentlemen named have been directors of the Northern Pacific since 1887, when they went in with Henry Villard. Since that time the Wisconsin Central has worked as a close connection of the Northern Pacific, and it is generally understood that a traffic agreement would ultimately be made.

LOCAL OPINION.
Regarding The Reported Absorption of The Wisconsin Central.

There's a diversity of opinion among the railroad men of Duluth as to the exactness of the Northern Pacific-Wisconsin Central deal reported as closed. Save a proud N. P. man that I have every reason to believe that the deal has been closed. I know that the general manager of the Northern Pacific has made a careful examination of the Wisconsin Central line, with all its side tracks, spurs, depot and terminal facilities belonging to the Central road and have also made a favorable report. The Pacific stockholders are excited at the prospect of the deal, and it looks as though they were making for the depot. Hence the pressing need of a direct Chicago communication. The transfer, as I heard, was to go into effect April 1. At any rate the Wednesday's meeting of stockholders at New York will discuss the matter.

Said another Northern Pacific employee: "I don't think there is anything in the reported Pacific-Wisconsin deal. The stock of the latter road is only worth 25 cents a share, and the road has never been paid expenses. Just as soon as the Northern Pacific gained control of this road, it would be sold to the Chicago, Milwaukee and St. Paul, and other roads, and it would be a losing job from the beginning. There's no possibility of any other road paralleling the Northern Pacific, as the road, with all the immense backing it had, could never have gone through if the government hadn't come to its aid; and for private capital to put such a scheme through is preposterous. I think it very probable that the deal was made for the new traffic arrangements have been made."

Mr. J. D. Mendenhall, general agent of the Wisconsin Central, is out of town, but Mr. A. F. Hammond, his assistant, places no credence in the report.

Union Depot Matters.
Mayor Stuppin has received a letter from President Hayes of the St. Paul and Duluth road in regard to the Union depot matter. The letter simply goes over the same ground in regard to bridging the Sixteenth street crossing, which has been published. Among other things, the intimation is given that if Sixth avenue was condemned and closed, so that the depot would not be hindered for room, the railroad companies would give the right of way across their tracks at Sixteenth street, making as handy and as good a street leading to the water front as Sixth avenue now is. The letter will be discussed at the council meeting this evening.

Railroad Notes.
The Northern Pacific will make some terminal improvements this year.

The Standard and the Eastern.
According to most reliable information the city of Duluth will soon be without the Standard Oil company, either as to the oil supply or other properties. A deal has been made between the Eastern Minnesota and the Oil company, whereby the former gains possession of the Standard's dock and water-front property, the Oil company moving to Superior. Negotiations have been pending ever since the company had its controversy with the city over storing oil in the city limits, and the railroad had been making as handy and as good a street leading to the water front as Sixth avenue now is. The letter will be discussed at the council meeting this evening.

Pierre Property.
Messrs. Holgate and DeVey, real estate men of this city, have just returned from Pierre, Dakota. Property has appreciated wonderfully, they report, since the Sioux reservation bill has been before congress. A 25-foot lot sold for \$2000 Saturday, while a large one is held for a good price. They made G. T. Porter, of the Duluth Music company, an offer of \$200 an acre for some suburban property there.

Eggs Were Cheap.
It was exactly 8 o'clock this morning when Grover Clark cast his excited eye on a sign at Buchanan's, "Eggs, 12 1/2 cents." Mr. Clark went home and put a price lower. Buchanan did the same. Finally eggs were given the throng at a cent a dozen at Clark's and nothing at a dozen at Buchanan's. A truck was patched up a trust formed and eggs are now exactly what they were before.

THE FOREIGN BUDGET.
New German Penal Code, Affairs at Panama and General News.
BERLIN, March 25.—The new penal code provides that persons found guilty of inciting one class against another, or of publicly attacking the laws of public and social order, especially religion, the monarchy, marriage or property, shall be imprisoned for a term not exceeding three years. Persons convicted of a second offence may be forbidden to reside in certain places. Newspapers which have been twice convicted of any of the offences mentioned in the code shall be suppressed. Socialists who have been expelled from the country shall not be allowed to return within five years after the adoption of the code, unless by special permission of the police authorities.

Affairs at Isthmus.
PANAMA, March 25.—The condition of affairs on the Isthmus has been critical for some weeks past, as already reported, and everything has worn a gloomy aspect. Thousands of men were thrown out of work, and similar results ensued to those which occur anywhere in the world when work stops and thousands are left with their hands in pockets which contain no money. Fortunately, emigration on an extensive scale has not ensued, and it is expected before a month will have elapsed at least 5000 men will have been sent home.

Is Cholera?
LONDON, March 25.—The Chronicle states that there have lately been sixty sudden deaths in a hospital at Florence, preceded by intestinal disturbances. Some papers attributed the deaths to indigestion, others to cholera.

The White Eagle.
ST. PETERSBURG, March 25.—The czar has conferred the decoration of the white eagle upon the Emir of Bokhara. He has also conferred the decorations upon the members of the Bokhara embassy in this city.

Two New Bishops.
ROME, March 25.—The pope has consecrated Cardinal Bana as bishop of Florence, and Mgr. Linnarich as bishop of Sient.

A Great Physician Dead.
THE HAGUE, March 25.—Prof. Francis Cornelius Donders, the well-known Dutch doctor and eye specialist, is dead.

John Bright Better.
LONDON, March 25.—The condition of Mr. John Bright has improved.

Ex-King Milan.
BERGAMO, March 25.—Ex-King Milan has returned to this city.

MARINE MATTERS.
The tug Goodman sold—General News of Interest.
The straits are almost entirely clear of ice.

The R. G. Stewart is blocked in the ice at Algonac.
The steamer Barker got out of her winter quarters yesterday.

The ferry Bruno is running regular trips between River's and Comor's points.
Capt. Dan H. McAllister died at Wallbridge, Ohio, last Friday. He was well known here.

The Oseffrage left to-day for Grand Marois with freight and passengers. She will return to-morrow.
The schooner Chris Grover leaves Marquette for Two Harbors next week with a cargo of explosives.

The steamer City of Cleveland is running regularly between Detroit and Cleveland with no trouble from ice.
The steamers Koonake and Wisconsin leave the Grand Haven and Milwaukee on April 15 and will immediately make the same trip between Sarnia and Duluth.

The Oseffrage took out a clearance at the custom house this afternoon for Port Arthur, the first of the season of any kind and the earliest on record. Mark the date March 25, 1889.

The Northern Steamship company, the Hill line, has scheduled eighteen round trips per month for the fleet during the coming season between Buffalo, Cleveland and Duluth.

Treasurer J. M. Thompson, of the St. Paul and Duluth railroad, has purchased the elevator tug, E. F. Goodman for his oldest son, W. Freer Thompson. It is understood that \$4000 was the figure paid. The boat is intended for general work. Capt. Thompson will be able to get some service out of the boat as he is an experienced sailor.

Capt. Smith has gone to Toledo to fit out the Pathfinder, recently purchased by him. The boat has had a rather eventful history. She was launched at Chicago as the J. A. Crawford in 1833 and had her name changed a year ago. She was partially rebuilt at Toledo and is still in good condition.

Thomas A. Scott conducted a test of a 3/4-inch Manila hemp rope of New York make at Costello's store last week. The length of the rope was 64 feet, and after 48 hours' stretching with two falls, it was found that the rope had only gained three inches in length. He experiments with some Russian hemp next week.

Marine Editor Chamberlain, of the Buffalo Express, is responsible for the following: "It is now expected that the Hill boats, otherwise the Northern Transportation line, will run between Duluth and Buffalo this season in connection with the Lake Superior Transit line. The arrangement is not yet quite complete. The Eastern rail connection will be the Erie, West Shore, and the New York Central. Probably the boats will not be painted in order to correspond with the Lake Superior Transit boats, but will content themselves with some distinguishing mark." Chamberlain evidently is not out of winter quarters yet.

AT THE COURT HOUSE.
The plat of Wm. McKinley's addition to Duluth was filed this morning at the register's office. It contains twelve blocks.

Olaf Johnson took out his first papers this morning.
One drunk today.

Officer Briggs has been suspended from duty. A rampus is liable over the affair, and it is said the council will investigate.

The council will consider recommendations for improving Fifth avenue east and Nineteenth west this evening.

Looking Over Duluth.
A party of visitors from Southern Minnesota took the city today and left this afternoon, duly impressed with the life and energy they saw about them. They were: Marcus Wrag, Rochester; J. C. Kelley, Houston; R. A. Hatch, Minneapolis; J. C. Keyes, Winona; H. D. Brown, Shelby; E. C. Johnson, St. Charles; G. W. Leason, St. Peter. Some Duluth investments will probably grow out of the visit.

PEACE REIGNS AT SAMOA.
Commander C. N. Schoomaker's Report to the Navy Department.
Sets at Rest Some of the Idle Tales About Affairs at Apia.
Justice Matthews' Funeral and General Washington News.

WASHINGTON, March 25.—Captain C. N. Schoomaker, commanding the Vandalia, reports to the navy department, under date of February 23, the arrival of the Vandalia under his command at Apia, Samoa, the day previous. He found in port the Spanish H. B. ship Callopie and the German corvettes, Adler, Olga and Eber. Everything has been quiet since the last reports from Samoa sent home, and Commodore Mulan, having prepared a full report of the condition of affairs in the island, it would go by the same mail. The Vandalia had not arrived. Commander Mulan, commanding the Nipete, reports under date February 23, H. B. M. ship Callopie arrived on the 24 of February and relieved the Nipete. The English paper "Samoa Times" had resumed publication. On the 14th of February a severe gale visited the harbor during which the American barkentine constitution was driven ashore and became a total wreck. Everything possible was done to save the barkentine. The second cutter of the Nipete, in charge of Ensign W. P. White, took off the captain and crew. The Constitution was owned by Mr. Nicholas Richard, of San Francisco. She was built at Philadelphia and was rebuilt in 1873 at San Francisco. Other smaller vessels are reported to have gone ashore on the west end of Upolu island. Affairs at Apia have been very quiet since the last dispatch to the department. No molestation of foreigners or natives had occurred. On the 4th of February, Herr Brandeis, a German subject and the president of these-called-Tamamese government, is reported to have resigned and left for Sidney in the merchant steamer 24th Oct. On the 22nd of February the Nipete dressed ship in honor of the anniversary of Washington's birthday, and the celebration of war joined in. The indications are that the Tamamese party is losing ground.

BICKELL PARDONED.
Young Fred Bickell, Late of Duluth, Pardoned by the President.

WASHINGTON, D. C., March 25.—The president has granted a pardon in the case of Frederick Bickell, convicted in Minnesota of abstracting funds of a National bank while acting as its messenger, and sentenced June 6, 1888, to five years' imprisonment. He also pardoned John R. Brown, convicted in September, 1888, in Washington Territory of selling liquor to Indians and sentenced to one year at hard labor.

Fred Bickell, mentioned above, was the junior clerk of the Union National bank of this city, who cleverly captured \$25,500 of the funds of the bank in the fall of 1887. Bickell's youth, the pleasings of his almost broken-hearted parents and other circumstances are said to have softened the heart of the president. Cashier Ware, of the bank, when seen this afternoon regarding the pardon stated that he was much surprised as he had seen no petition for Bickell's pardon and did not know that any move had been made in that direction. He had nothing else to say. It is understood, however, that a petition, signed by others than the officials interested, has been sent from here. The sentiment regarding the matter seems to be one of satisfaction.

Court Martial for an Engineer.
WASHINGTON, March 25.—A court martial was convened at the war department this morning for the trial of Major G. L. Lydecker, corps of engineers in charge, arising from the failure of the aqueduct tunnel. Major Lydecker was represented by his council, ex-Gov. Boutwell, of Massachusetts. The proceedings opened this morning with the reading of the order convening the court and the charge—neglect of duty to the prejudice of good order and discipline—which is supported by six specifications, which set out the duty which the engineer was to perform, and the failure of the engineer to exercise due care in his superintendence.

Justice Matthews' Funeral.
WASHINGTON, March 25.—Funeral services over the remains of the late Associate Justice Matthews were held this afternoon at his late residence, Dr. Hamlin and Dr. Leonard officiating. The president and cabinet, the justice of the supreme court, many members of congress and other prominent persons were present. The remains will be carried to the Baltimore and Ohio station and conveyed to Glendale, Ohio, for interment in Spring Grove cemetery.

The President's Day.
WASHINGTON, March 25.—The president has reserved Monday to himself, and on that day sees those only with whom he has engagements. His callers this morning were Secretaries Windom and Blaine, Senators Teller and Spooner, Gen. John C. New and Senator Hoar, with Charles J. Noyes, of Massachusetts. The usual public reception was omitted this afternoon on account of the funeral of Justice Matthews.

Col. Grant Takes the Oath.
WASHINGTON, March 25.—Col. Fred D. Grant called at the department of state today and took the oath of office as United States minister to Austria. It is probable that he will leave for his post before the latter part of April.

Winter Cholera.
The prevalence of the peculiar disease known as "winter cholera," alluded to in the Herald some weeks ago, is more alarming now than then, and physicians report that there is a great deal of it about the city. The chief seat of the stubborn sickness, which has been on the hill heretofore, has now moved to the lower part of town. It is extremely hard to combat the trouble with medicine and it is usually necessary to allow it to run its course, leaving the patient weak and thin, but probably pretty thoroughly cleaned out. There is a very large number of cases at present.

[illegible]

FROM 'TOTHER SIDE.

The News From the Brilliant and Booming City of West Superior.

Candidates for the Office of Mayor—Twenty-five New Houses—Notes.

The city election which has been suddenly precipitated upon Superior by the passage of the special charter, has thrown the place into a state of political ferment. Candidates for mayor are thick and anxious. For the republican nomination A. W. Stow, F. A. Ross, H. J. Connor, A. A. Cross, D. R. Long, J. G. A. LeBlanc and Judge Clough are mentioned. The contest will probably narrow down in the convention to Clough, Connor and Long. LeBlanc will not seriously consider the nomination, but will be an independent candidate at all hazards, his genius being best exhibited in a free-for-all.

The musical entertainment given by the Boston Quintette club here Saturday evening was endorsed by an audience such as the high character of the performance warranted.

A. W. Stow returned Saturday evening after four months' constant attendance at Madison in the interest of the special charter.

At an early hour yesterday morning the Scandinavian House at the East End had a narrow escape from fire. One of the boarders left a lamp burning in his room which in some manner communicated fire to the curtains.

George C. Stone came up from St. Paul this morning, and is talking over iron ore matters with the American Express company, which is in the city.

Wm. Vary, of St. Paul, the Northwestern manager of the American Express company, was at the St. Louis last night but left town this morning.

Architect McMillan will go to Chicago this week on business connected with the Masonic opera house.

George Beauman has opened quarters at the Merchants hotel, and will represent the Marquette brewing company in this city.

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"DANDY" DULUTH MINSTRELS.

Amateurs Delight an Immense Ashland Audience—A Great Show.

[Ashland News, Sunday, March 24.] Such an aggregation of first-class amateur talent has rarely been seen anywhere as the organization which delighted a houseful at the Ashland theater last evening. Lovers of black face entertainment and of good music saw and heard more than they expected of the Duluth Minstrel club.

Though it is in every sense an amateur troupe the club is not excelled by any minstrel company that has yet held the boards of an Ashland theater. Criticism of an unfavorable character could not possibly be made of a single member of the organization. On the contrary each one is entitled to more commendation than the News has space to give them. Particularly, however, were the sketches of Eldridge and Wilson, the sweet warbling of Connors, the laughable jokes and puns of Abbott and Miller, the excellent "coon" dialect of Gilbert and the inimitable comedies of Harry Burns were received with shouts of merited applause. Every performer received an encore and the audience was kept in convulsions for two hours. The pugilistic encounter which sent everybody home in a fit of laughter was something which for originality and fun surpassed all efforts to date. The audience was a large one and amply repaid the Duluth boys for their neighborly act in treating their Ashland friends with a genuine, interesting and wholesome entertainment.

PERSONAL. Thos. Vigers returned this morning from a long stay at Spokane Falls, Wash. Naturally, under the circumstances, he is enthusiastic over the new state and his new home and believes it to be the center of the universe. He will sell his interests here and return to Spokane soon.

Hon. H. D. Greene left for New Rockford, Dak., Saturday.

Frank Greene, of the Union depot, is in Wisconsin, arranging some matrimonial preliminaries.

George C. Stone came up from St. Paul this morning, and is talking over iron ore matters with the American Express company, which is in the city.

Wm. Vary, of St. Paul, the Northwestern manager of the American Express company, was at the St. Louis last night but left town this morning.

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WORLD OF COMMERCE.

A Dull Wheat Market Here But a Lively One in Chicago.

The Visible Decrease—Notes of Trade and Grain Stocks.

Wheat opened at Saturday's close, ruled weak from the start, under small and slow trading in May, prices declined 2½ before noon. There were no special features to the market here. Cash wheat and other futures were dull and neglected. The last hour here was very dull at the decline and the close was easy, with sellers at 2½ below the opening.

Cash wheat nominally 3¢ lower to sell all around. May opened at 1.15, and by several trades at 1½ decline. After a long pause, during which other markets were shrinking, sales were made at 2¢ off at 1.12½, where it closed easy with sellers. June followed the break in May and closed at 1.12. July closed nominally at 1.11.

Cash Notes. The visible supply of wheat by the Chicago statement decreased 91,000 bushels against a decrease of 511,000 for the same week last year, and 701,000 for the week in 1897. Corn increased 400,000 bushels against a decrease of 120,000 for the week in 1898. Oats decreased 173,000 bushels against 248,000 for the week last year. The total supply of wheat in the Rocky mountains is 30,293,430 bushels against 33,441,742 last year and 32,411,947 in 1897.

Receipts today are 10,781 bushels wheat and 8894 corn. Cars on track are 607 wheat and 12 of corn. There is in store here today 1,906,310 bushels wheat, of which 1,071,211 is in the hands of the elevator, and 835,100 in the hands of the farmer. It is an increase of 95,141 for the week. A year ago we had in store 1,949,000 bushels. Corn in store is 1,048,775 bushels, an increase of 171,490.

Minneapolis and St. Paul hold today 5,578,580 bushels wheat, a decrease for the week of 80,000.

DULL AND STEADY Is the Story of the New York Stock Market Today.

New York, March 25.—Money easy at 2½ per cent; silver 85. There was a change in the stock market after 10 o'clock, but a more decidedly firm tone prevailed, and the weak stocks of the first hour recovered. Burlington again approximating its opening price, 100, and the market generally displayed marked strength, rising over 2 per cent, the annual report stimulating purchases. Oregon improved was the weak spot and scored a loss of 10¢, but the general list advanced small fractions with no feature of importance. The market was a more recession from the best prices, but at the highest figures.

The following are today's quotations on the New York stock exchange:

U. S. 4s, reg.	128½	Nashville & Chatt.	91½
U. S. 4s, coup.	128½	J. & J. Central	27½
U. S. 4s, 1907	128½	Northern Pacific	27½
U. S. 4s, 1908	128½	Adams Express	118
U. S. 4s, 1909	128½	Albany & Hudson	40
U. S. 4s, 1910	128½	Northwestern	108½
U. S. 4s, 1911	128½	Chicago & North	108½
U. S. 4s, 1912	128½	Illinois Central	108½
U. S. 4s, 1913	128½	Rock Island	108½
U. S. 4s, 1914	128½	St. Paul & Northern	108½
U. S. 4s, 1915	128½	Chicago & Great	108½
U. S. 4s, 1916	128½	St. Paul & Northern	108½
U. S. 4s, 1917	128½	Chicago & Great	108½
U. S. 4s, 1918	128½	St. Paul & Northern	108½
U. S. 4s, 1919	128½	Chicago & Great	108½
U. S. 4s, 1920	128½	St. Paul & Northern	108½
U. S. 4s, 1921	128½	Chicago & Great	108½
U. S. 4s, 1922	128½	St. Paul & Northern	108½
U. S. 4s, 1923	128½	Chicago & Great	108½
U. S. 4s, 1924	128½	St. Paul & Northern	108½
U. S. 4s, 1925	128½	Chicago & Great	108½
U. S. 4s, 1926	128½	St. Paul & Northern	108½
U. S. 4s, 1927	128½	Chicago & Great	108½
U. S. 4s, 1928	128½	St. Paul & Northern	108½
U. S. 4s, 1929	128½	Chicago & Great	108½
U. S. 4s, 1930	128½	St. Paul & Northern	108½
U. S. 4s, 1931	128½	Chicago & Great	108½
U. S. 4s, 1932	128½	St. Paul & Northern	108½
U. S. 4s, 1933	128½	Chicago & Great	108½
U. S. 4s, 1934	128½	St. Paul & Northern	108½
U. S. 4s, 1935	128½	Chicago & Great	108½
U. S. 4s, 1936	128½	St. Paul & Northern	108½
U. S. 4s, 1937	128½	Chicago & Great	108½
U. S. 4s, 1938	128½	St. Paul & Northern	108½
U. S. 4s, 1939	128½	Chicago & Great	108½
U. S. 4s, 1940	128½	St. Paul & Northern	108½
U. S. 4s, 1941	128½	Chicago & Great	108½
U. S. 4s, 1942	128½	St. Paul & Northern	108½
U. S. 4s, 1943	128½	Chicago & Great	108½
U. S. 4s, 1944	128½	St. Paul & Northern	108½
U. S. 4s, 1945	128½	Chicago & Great	108½
U. S. 4s, 1946	128½	St. Paul & Northern	108½
U. S. 4s, 1947	128½	Chicago & Great	108½
U. S. 4s, 1948	128½	St. Paul & Northern	108½
U. S. 4s, 1949	128½	Chicago & Great	108½
U. S. 4s, 1950	128½	St. Paul & Northern	108½
U. S. 4s, 1951	128½	Chicago & Great	108½
U. S. 4s, 1952	128½	St. Paul & Northern	108½
U. S. 4s, 1953	128½	Chicago & Great	108½
U. S. 4s, 1954	128½	St. Paul & Northern	108½
U. S. 4s, 1955	128½	Chicago & Great	108½
U. S. 4s, 1956	128½	St. Paul & Northern	108½
U. S. 4s, 1957	128½	Chicago & Great	108½
U. S. 4s, 1958	128½	St. Paul & Northern	108½
U. S. 4s, 1959	128½	Chicago & Great	108½
U. S. 4s, 1960	128½	St. Paul & Northern	108½
U. S. 4s, 1961	128½	Chicago & Great	108½
U. S. 4s, 1962	128½	St. Paul & Northern	108½
U. S. 4s, 1963	128½	Chicago & Great	108½
U. S. 4s, 1964	128½	St. Paul & Northern	108½
U. S. 4s, 1965	128½	Chicago & Great	108½
U. S. 4s, 1966	128½	St. Paul & Northern	108½
U. S. 4s, 1967	128½	Chicago & Great	108½
U. S. 4s, 1968	128½	St. Paul & Northern	108½
U. S. 4s, 1969	128½	Chicago & Great	108½
U. S. 4s, 1970	128½	St. Paul & Northern	108½
U. S. 4s, 1971	128½	Chicago & Great	108½
U. S. 4s, 1972	128½	St. Paul & Northern	108½
U. S. 4s, 1973	128½	Chicago & Great	108½
U. S. 4s, 1974	128½	St. Paul & Northern	108½
U. S. 4s, 1975	128½	Chicago & Great	108½
U. S. 4s, 1976	128½	St. Paul & Northern	108½
U. S. 4s, 1977	128½	Chicago & Great	108½
U. S. 4s, 1978	128½	St. Paul & Northern	108½
U. S. 4s, 1979	128½	Chicago & Great	108½
U. S. 4s, 1980	128½	St. Paul & Northern	108½
U. S. 4s, 1981	128½	Chicago & Great	108½
U. S. 4s, 1982	128½	St. Paul & Northern	108½
U. S. 4s, 1983	128½	Chicago & Great	108½
U. S. 4s, 1984	128½	St. Paul & Northern	108½
U. S. 4s, 1985	128½	Chicago & Great	108½
U. S. 4s, 1986	128½	St. Paul & Northern	108½
U. S. 4s, 1987	128½	Chicago & Great	108½
U. S. 4s, 1988	128½	St. Paul & Northern	108½
U. S. 4s, 1989	128½	Chicago & Great	108½
U. S. 4s, 1990	128½	St. Paul & Northern	108½
U. S. 4s, 1991	128½	Chicago & Great	108½
U. S. 4s, 1992	128½	St. Paul & Northern	108½
U. S. 4s, 1993	128½	Chicago & Great	108½
U. S. 4s, 1994	128½	St. Paul & Northern	108½
U. S. 4s, 1995	128½	Chicago & Great	108½
U. S. 4s, 1996	128½	St. Paul & Northern	108½
U. S. 4s, 1997	128½	Chicago & Great	108½
U. S. 4s, 1998	128½	St. Paul & Northern	108½
U. S. 4s, 1999	128½	Chicago & Great	108½
U. S. 4s, 2000	128½	St. Paul & Northern	108½

New York Market. New York, March 25.—Wheat receipts 6000 bushels; sales 7,100,000 bushels. Declined 10½, covered. No. 1, 128½; No. 2, 128½; No. 3, 128½; No. 4, 128½; No. 5, 128½; No. 6, 128½; No. 7, 128½; No. 8, 128½; No. 9, 128½; No. 10, 128½; No. 11, 128½; No. 12, 128½; No. 13, 128½; No. 14, 128½; No. 15, 128½; No. 16, 128½; No. 17, 128½; No. 18, 128½; No. 19, 128½; No. 20, 128½; No. 21, 128½; No. 22, 128½; No. 23, 128½; No. 24, 128½; No. 25, 128½; No. 26, 128½; No. 27, 128½; No. 28, 128½; No. 29, 128½; No. 30, 128½; No. 31, 128½; No. 32, 128½; No. 33, 128½; No. 34, 128½; No. 35, 128½; No. 36, 128½; No. 37, 128½; No. 38, 128½; No. 39, 128½; No. 40, 128½; No. 41, 128½; No. 42, 128½; No. 43, 128½; No. 44, 128½; No. 45, 128½; No. 46, 128½; No. 47, 128½; No. 48, 128½; No. 49, 128½; No. 50, 128½; No. 51, 128½; No. 52, 128½; No. 53, 128½; No. 54, 128½; No. 55, 128½; No. 56, 128½; No. 57, 128½; No. 58, 128½; No. 59, 128½; No. 60, 128½; No. 61, 128½; No. 62, 128½; No. 63, 128½; No. 64, 128½; No. 65, 128½; No. 66, 128½; No. 67, 128½; No. 68, 128½; No. 69, 128½; No. 70, 128½; No. 71, 128½; No. 72, 128½; No. 73, 128½; No. 74, 128½; No. 75, 128½; No. 76, 128½; No. 77, 128½; No. 78, 128½; No. 79, 128½; No. 80, 128½; No. 81, 128½; No. 82, 128½; No. 83, 128½; No. 84, 128½; No. 85, 128½; No. 86, 128½; No. 87, 128½; No. 88, 128½; No. 89, 128½; No. 90, 128½; No. 91, 128½; No. 92, 128½; No. 93, 128½; No. 94, 128½; No. 95, 128½; No. 96, 128½; No. 97, 128½; No. 98, 128½; No. 99, 128½; No. 100, 128½; No. 101, 128½; No. 102, 128½; No. 103, 128½; No. 104, 128½; No. 105, 128½; No. 106, 128½; No. 107, 128½; No. 108, 128½; No. 109, 128½; No. 110, 128½; No. 111, 128½; No. 112, 128½; No. 113, 128½; No. 114, 128½; No. 115, 128½; No. 116, 128½; No. 117, 128½; No. 118, 128½; No. 119, 128½; No. 120, 128½; No. 121, 128½; No. 122, 128½; No. 123, 128½; No. 124, 128½; No. 125, 128½; No. 126, 128½; No. 127, 128